

SECTION II
NAVIGATION PUBLICATIONS

NM 19/00

SAILING DIRECTIONS CORRECTIONS

PUB 124 7 Ed 1997 LAST NM 2/99

Page 127—Line 6/R; read:

7. Tidal prediction broadcasts are made daily for the Rio de la Plata Exterior at 1000, 1600, and 2200 local time. Tidal queries for other areas are also made available by contacting Hidrografia Naval.

(BA NM 8/99) 19/00

PUB 126 6 Ed 1996 LAST NM 9/99

Page 133—Line 27/L; read:

ENE of Matthew Island. In 1999, an obstruction with a least depth of 5m was reported to lie 14 miles NW of Ile Matthew.

(BA NM 16/99) 19/00

PUB 140 1 Ed 1997 LAST NM 17/00

Page 142—Lines 4/L to 13/R; read:

Area No. 1a

Enclosed by a line joining the following positions:

- a. 54°23'54.5"N, 18°59'50.4E.
- b. 54°27'54.5"N, 19°02'50.4E.
- c. 54°27'54.5"N, 19°22'56.2E.
- d. 54°23'54.5"N, 19°21'26.2E.

Area No. 1b

Enclosed by a line joining the following positions:

- a. 54°27'54.5"N, 19°02'50.4"E.
- b. 54°32'54.5"N, 19°06'38.3"E.
- c. 54°32'54.5"N, 19°23'08.1"E.
- d. 54°27'54.5"N, 19°22'56.2"E.

Area No. 2

Enclosed by a line joining the following positions:

- a. 54°32'54.4"N, 18°34'02.6"E.
- b. 54°33'12.4"N, 18°33'44.6"E.
- c. 54°37'18.4"N, 18°35'38.6"E.
- d. 54°37'12.4"N, 18°36'38.6"E.
- e. 54°33'06.4"N, 18°34'38.6"E.

Area No. 5

Enclosed by a line joining the following positions:

- a. 54°36'06.4"N, 18°44'20.5E.
- b. 54°38'24.4"N, 18°40'56.5E.
- c. 54°40'00.4"N, 18°41'02.5E.
- d. 54°36'48.4"N, 18°45'44.5E.

Area No. 6

Enclosed by a line joining the following positions:

- a. 54°32'42.3"N, 16°32'33.8"E.
- b. 54°41'00.2"N, 16°16'27.9"E.
- c. 54°47'24.2"N, 16°46'21.5"E.
- d. 54°35'18.3"N, 16°50'41.4"E.

Area No. 6a

Enclosed by a line joining the following positions:

- a. 54°35'54.3"N, 16°44'51.6"E.
- b. 54°34'06.3"N, 16°44'51.6"E.
- c. 54°34'06.3"N, 16°41'51.7"E.
- d. 54°35'54.3"N, 16°41'51.7"E.

Area No. 6b

Enclosed by a line joining the following positions:

- a. 54°28'54.3"N, 16°25'51.8"E.
- b. 54°35'24.2"N, 16°08'46.0"E.
- c. 54°41'00.2"N, 16°16'27.9"E.
- d. 54°32'42.3"N, 16°32'33.8"E.

Area No. 9

Enclosed by a line joining the following positions (this area lies outside the territorial waters of Poland):

- a. 54°41'00.2"N, 16°16'27.9"E.
- b. 54°46'24.2"N, 16°08'33.9"E.
- c. 54°52'30.1"N, 16°45'21.5"E.
- d. 54°47'24.2"N, 16°46'21.5"E.

Area No. 9a

Enclosed by a line joining the following positions (this area lies outside the territorial waters of Poland):

- a. 54°47'24.2"N, 16°46'21.5"E.
- b. 54°52'30.1"N, 16°45'21.5"E.
- c. 55°00'36.1"N, 16°40'45.5"E.
- d. 54°44'06.2"N, 15°47'58.1"E.
- e. 54°35'24.2"N, 16°08'46.0"E.
- f. 54°41'00.2"N, 16°16'27.9"E.

Area No. 10

Enclosed by a line joining the following positions:

- a. 54°47'48.3"N, 18°25'56.6"E.
- b. 54°55'42.2"N, 18°34'50.5"E.
- c. 54°51'54.3"N, 18°43'20.4"E.
- d. 54°44'24.3"N, 18°35'20.5"E.

Area No. 11

Enclosed by a line joining the following positions:

- a. 54°44'24.3"N, 18°35'20.5"E.
- b. 54°51'54.3"N, 18°43'20.4"E.
- c. 54°45'30.3"N, 18°57'50.3"E.
- d. 54°38'54.4"N, 18°49'50.4"E.

Area No. 12

Enclosed by a line joining the following positions:

- a. 54°05'42.7"N, 14°44'22.8"E.
- b. 54°07'06.4"N, 14°50'40.8"E.
- c. 54°03'06.4"N, 14°52'58.7"E.
- d. 54°01'54.4"N, 14°46'40.8"E.

Area No. 13

Enclosed by a line joining the following positions:

- a. 54°00'30.4"N, 14°27'53.0"E.
- b. 54°03'42.4"N, 14°27'53.0"E.
- c. 54°06'24.4"N, 14°36'22.9"E.

PUB 140 (Continued)

- d. 54°02'48.4"N, 14°36'22.9"E.

Area No. 14

Enclosed by a line joining the following positions:

- a. 54°36'48.4"N, 18°46'44.5"E.
- b. 54°36'06.4"N, 18°44'20.5"E.
- c. 54°35'12.4"N, 18°44'32.5"E.
- d. 54°35'12.4"N, 18°46'32.5"E.
- e. 54°36'24.4"N, 18°47'32.5"E.

Area No. 15

Enclosed by a line joining the following positions:

- a. 54°33'06.4"N, 18°33'44.6"E.
- b. 54°33'06.4"N, 18°35'20.6"E.
- c. 54°32'06.4"N, 18°35'20.6"E.
- d. 54°32'06.4"N, 18°33'44.6"E.

Former Mine Danger Area No. 10

(Pol Annual Notice No. 11 of 2000)

19/00

PUB 143 7 Ed 2000 LAST NM 10/00

Page 33—Lines 55/L to 1/R; read:

octagonal tower, 57m high, standing on the point. A disused light stands close N of the

(48(4432)99 Taunton)

19/00

Page 36—Lines 5 to 6/R; read:

the approach fairway.

(50(4625)99 Taunton)

19/00

Page 116—Lines 30 to 31/L; read:

high, standing on the cape. A prominent pillar, surmounted by a white cross, stands

(48(4435)99 Taunton)

19/00

Page 117—Line 17/L; insert after:

Navigation is prohibited within 100m of the breakwater due to a submerged breakwater that extends 60m to the S.

(6(569)00 Taunton)

19/00

PUB 145

8 Ed 2000

LAST NM 18/00

Page 233—Table; replace with below:

BERTH LIMITATIONS—SEPT-ILES			
Berth	Length	Depth	Remarks
Minier IOC Wharf			
1	—	5.9m	
2	265m	17.6m	Berthing length extended by dolphins to 488m.
4	244m	11.3m	
5	244m	9.8-10.4m	
Quai Pointe aux Basques			
7	183m	7.6m	
Quai des Petroliers			
8	153m	11.9m	The use of this berth is restricted to vessels of 60,000 dwt or less. Vessels alongside are to leave the berth when the wind speed is 32 knots or greater.
Quai Monseigneur Blanche			
14-15	200m	2.0-8.0m	Berthing on NW face only. The SE side of the wharf is lined with boulders and the SW end is in ruins.
Fishing Harbor			
16	285m	4.3-4.6m	
Quai du Parc Urbain			
20	200m	3.2-4.0m	L-shaped

(US NM 2/14263/00)

19/00

Page 279—Lines 22 to 24/R; read:

accommodates vessels up to 225.5m in length and 23.8m in beam. Vessels with an overall length greater than 222.5m must also meet the following requirements:

(PUBS 006/00)

19/00

Page 279—Lines 38 to 40/R; strike out.

(PUBS 006/00)

19/00

Page 279—Lines 45 to 48/R; read:

water level will not be permitted to transit the Seaway. Vessels in excess of the

(PUBS 006/00)

19/00

PUB 145 (Continued)

Page 280—Line 51/L; read:

vessels in excess of 12m in overall length. Speed limits are
(PUBS 006/00) 19/00

Page 280—Line 13/R; read:

There is a speed limit of 6 knots over the bottom in Canal
de la Rive Sud.
(PUBS 006/00) 19/00

Page 281—Lines 21 to 22/L; read:

10.5 knots to Lighted Buoy A13, and 16 knots from there to
(PUBS 006/00) 19/00

Page 281—Lines 21 to 22/R; read:

There is a speed limit of 9 knots upbound and 10.5 knots
downbound, over
(PUBS 006/00) 19/00

Page 282—Line 18/R; read:

There is a speed limit of 12 knots upbound and 13.5 knots
downbound, over
(PUBS 006/00) 19/00

Page 284—Lines 36 to 38/L; read:

there is a speed limit of 8.5 knots upbound and 10.5 knots
downbound, at normal water levels.
(PUBS 006/00) 19/00

PUB 147 6 Ed 1996 LAST NM 16/00

Page 86—Lines 54 to 56/R; read:
are conspicuous from sea.
(US NM 49/26127/99) 19/00

PUB 148 6 Ed 1998 LAST NM 15/00

Page 62—Line 14/L; insert after:
There is a dangerous wreck 9 miles NE of the EM lighted
buoy.
(Ven NM 5/00) 19/00

PUB 153 8 Ed 1997 LAST NM 16/00

Page 40—Lines 47 to 48/L; read:

Anchorage.—Outer anchorage may be obtained about 1
mile SW of the Fairway Lighted Buoy. Inner anchorage may
be obtained in depths of about 15m, mud, SW of Punta Pinto
(25°34'N., 109°04'W.), although ships may pass close by and
swing room is limited.
(BA NM 12/00, Section IV) 19/00

PUB 154 7 Ed 1998 LAST NM 30/99

Page 62—Line 50/R; read:
An overhead power cable, with a vertical clearance of
49m,
(Can NM 2/00, Section 4) 19/00

Page 63—Line 36/L; read:

clearance of 34m, span Agamemnon Channel, at 3 miles and
6
(Can NM 2/00, Section 4) 19/00

Page 154—Line 40/R; read:

on the island.
(Can NM 11/99, Section 4) 19/00

Page 176—Lines 4 to 5/R; read:

has been reported unsuitable for navigation. Drying
narrows, with hazardous tidal rapids, lie 1.8, 6.8, and 7.8
miles N of Charles Head.
(Can NM 2/00, Section 4) 19/00

Page 193—Line 40/L; read:

little slack water. The current attains a rate of 6 knots
(Can NM 8/99, Section 4) 19/00

PUB 175 6 Ed 1994 LAST NM 9/99

Page 54—Line 34/L; read:
pipeline E of Bennet Shoal.
Anchorage is also prohibited in an area SE of Fort Point,
as seen on the chart.
(BA NM 6/99) 19/00

PUB 191 8 Ed 1996 LAST NM 18/00

Page 7—Line 1/R; strike out.
(NIMA) 19/00

Page 8—Lines 15 to 26/R; read:

narrow channel between. A main light is shown throughout
24 hours from a prominent granite tower, 35m high,
standing on the tallest rock, at the W side of the area.

Carn Base, a rocky shoal with a depth of 9.9m, lies about 2
miles S of Longships, near the W edge of a bank. A heavy
confused sea occurs on this bank during W gales, especially
during W tidal currents.

Cape Cornwall, surmounted by a conspicuous disused
mine chimney, is located 3.5 miles N of Land's End. A
prominent television mast, stands 1.8 miles NE of this cape.

For further information concerning the waters and
landmarks N of Land's End, see Pub. 142, Sailing Directions
(Enroute) Ireland and the West Coast of England.
(BA NP 27) 19/00

Page 8—Lines 41 to 42/R; read:

advised if anchoring in this vicinity.
(NIMA) 19/00

Page 9—Lines 1 to 8/L; read:

Tater-du Light (50°03'N., 5°35'W.), a main light, is shown
from a prominent tower, 15m high, standing on the coast, 3.8
miles ENE of Gwennap Head. A conspicuous church tower
is situated at St. Buryan, about 2 miles NW of the light.

PUB 191 (Continued)

Carn du, the E entrance point of Lamorna Cove, lies about 1 mile NE of Tater-du Light. Gull Rock, 24m high and precipitous, lies close off this point.

1.8 Mounts Bay (50°04'N., 5°26'W.) indents the coast between Runnel Stone and Lizard Point, 18 miles ESE. This bay should be avoided in the winter, or during SW gales. No attempt should be made to enter any of the harbors within the bay, except Newlyn, when a ground swell is running or with onshore winds.

The best anchorages lie within Penzance Bay. However, these

(BA NP 27)

19/00

Page 9—Lines 39 to 43/L; read:

craft at any stage of the tide. There is about 920m of quayage with depths of 1.9 to 2.7m alongside. Although the harbor is generally used by fishing vessels, small coasters up to 108m in length with drafts up to 5.5m at HWS and 5.1m at HWN can be handled. See Penzance for pilotage information.

A light is shown from a prominent metal tower, 10m high, standing on the head of the S pier.

(BA NP 27)

19/00

Page 9—Lines 4 to 10/R; read:

vessels up to 92m in length with drafts up to 5.6m at HWS and 4.2m at HWN. The wet dock usually has a depth of 4.3m, but at HWS there is a depth of 5.3m.

The inner part of the tidal basin dries up to 2.5m. A ferry runs from the harbor to the Scilly Isles. The ferry berth has a depth of 7.6m alongside at HWS.

Aspect.—Gear Rock lies about 0.5 mile S of the harbor entrance and is marked by a beacon, 7m high. A light is shown from a tower, 9m high, standing on the head of the S breakwater. A prominent church with a tower stands close W of the wet dock. The dome of the market, situated 0.3 mile NW of the wet dock, is conspicuous from seaward.

(BA NP 27)

19/00

Page 9—Lines 23 to 43/R; read:

Signals.—Signals are shown from the flagstaff on the N side of the entrance to the wet dock. Three red lights indicate the dock gates are closed and three green lights indicate the dock gates are open.

Anchorage.—The best anchorage in Penzance Bay is about 0.5 mile SSE of Gear Rock in a depth of 15m, sand. The anchorage should be used with caution in winter. Vessels can also anchor in depths of 12 to 13m about 0.9 mile ENE of the S pier at Newlyn, in a depth of 15m about 0.7 mile E of the S pier at Newlyn, and in a depth of 7m about 0.3 mile SE of the S pier at Newlyn.

Caution.—Vessels with drafts over 4m should contact the harbor or pilot prior to entry to ensure there is sufficient water.

1.11 Iron Gates (50°04'N., 5°26'W.), a rocky patch with a depth of 7.2m, is the outermost danger lying on a bank

which extends up to about 2 miles S of Cudden Point. Mountamopus, Carn Mallows, and Great Row, all with depths of 5.5m or less, lie within about 1.5 miles between N and E of Iron Gates. A channel, about 0.7 mile wide, leads between these dangers and Iron Gates. It is marked by a buoy, but local knowledge is advised. The tower on St. Michael's Mount bearing 340° leads W of the dangers.

Saint Hilary water tower stands at 1.4 miles N of Cudden Point and is conspicuous from seaward. A prominent church tower stands at Perranuthnoe, 1.2 miles NW of Cudden Point.

(BA NP 27)

19/00

Page 9—Line 54/R; read:

depths of 3.7m at MHWS and 2.4m at MHWN. The harbor is only used by fishing boats and pleasure craft.

The coast

(BA NP 27)

19/00

Page 10—Line 15/L; read:

Predannack Head and is steep-to on its seaward side.

A conspicuous hotel stands on the cliffs above a cove 1 mile N of Predannack Head and about 0.4 mile NE of Mullion Island.

The Boa (49°58'N., 5°17'W.), a rocky patch with a least depth of 11m, lies 1.5 miles offshore about 2 miles SSW of Predannack Head. It is known to break heavily in SW gales. The bottom is irregular in the vicinity of this shoal and strong tide rips usually occur.

(BA NP 27)

19/00

COAST PILOT CORRECTIONS

COAST PILOT 3	34 Ed 2000	NEW EDITION
(NOS)		19/00

COAST PILOT 5	27 Ed 1997	Change No. 40
		LAST NM 18/00

Page 169—Paragraph 260, lines 8 to 9; read:

highway bridge crossing the pass near the inner end has a 37-foot fixed span with a clearance of 11 feet. Overhead power cables at the ...

(CL 1352/97)

19/00

Page 171—Paragraph 289, line 9; read:

at Tarpon Springs is 2.1 feet.

(TT/99)

19/00

Page 237—Paragraph 339, line 2 to Paragraph 340; read:

clearance of 125 feet cross the river above New Orleans at Luling, 121.8 miles AHP; Wallace, 146.1 miles AHP; Union, 167.4 miles AHP; and Baton Rouge, 229 miles AHP.

(NOS 11370)

19/00

Page 256—Paragraph 257, line 2; read:

depth of 9 feet over the sill, is 17 miles above New Iberia and

...
(NOS 11350)

19/00

COAST PILOT 5 (Continued)

Page 268—Paragraph 474, lines 1 to 3; read:

In December 1996, the controlling depth in Calcasieu River was 13 feet from Interstate Route 10/U.S. Route 90 bridge to the junction with **West Fork**, thence 6 ½ feet to **Point Fing** and to ...

(NOS 11347; CL 667/97) 19/00

Page 272—Paragraph 60, line 4; read:

bottom level. In 1987, the reported depth was 3 feet into the

...

(NOS 11342) 19/00

Page 280—Paragraph 216, line 13; read:

VHF-FM channel 16 and works on channel 13; call sign KUF-652. An overhead power cable immediately ...

(NOS 11324; 33 CFR 117) 19/00